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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
HONG KONG WEEKLY
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with which is incorporated the
CHINA OVERLAND TRADE REPORT
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AND
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[a30]

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THE HOME
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NEW RECORDS
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OVER 200 MACHINES
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TO SELECT FROM
THE LARGEST AND MOST
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Hongkong, 1st October, 1908. [a40-2]

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PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a1647]

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DIVISION STREET, KOBE.
FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
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BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.
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M. MAILLE Proprietaires.
[a46]

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WEEK DAYS.
7.00 a.m. to 10.00 a.m. Every 10 minutes.
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Hongkong, 1st April, 1909. [a549]

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INSPECTION INVITED.
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Hongkong, 9th April, 1909. [a33]

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PILSENER BEER.
THE LEADING BEER IN THE
FAR EAST.
SOLE AGENTS:
CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS.
15, Queen's Road Central.
Hongkong, 15th April, 1909. [a35]

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DRUG STORE
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[a51]

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"This My Son" René Bazin.
We of the Never Never, by Mrs. Arness
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SCOTCH WHISKY.
\$15.50 PER DOZ.
AN OLD MATURED WHISKY OF FINE MELLOW FLAVOUR.
AS SUPPLIED TO THE HOUSE OF COMMONS.

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SHEWAN, TOMES & CO.,
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Hongkong, 21st July, 1908. [1019]

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POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIBRING 8 SHOTS in 2 SECONDS.
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Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.
By popular English Manufacturers. In
all sizes and sizes.
SMOKELESS POWDERS and CHILLED
SHOTS: From No. 10 to 888G. at \$6. 37 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.
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Hongkong, 26th October, 1906. [623]

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JUST UNPACKED FOR VOLUNTEERS,
LEATHER BOOT LACES
OF BEST QUALITY, FLAT AND ROUND.
Call at—
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Hongkong, 16th April, 1909. [4]

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FRESH
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40 cts. 60 cts. 75 cts. 75 cts. and 80 cts. lb.

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THE DAIRY FARM CO., LTD.,
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Hongkong, 15th April, 1909. [563]

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Photographic Goods of every Description
in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [629]

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JUST ARRIVED.
DEVELOPING AND PRINTING
UNDERTAKEN.
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25, DES VOEUX ROAD, CENTRAL.
Hongkong, 27th March, 1909. [37]

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String Band Plays during Dinner and
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Electric Lifts to each Floor.
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Every Comfort.
Ladies' Afternoon Tea Rooms.
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CHARGES MODERATE, AND NO EXTRAS,
A. F. DAVIES, Manager.
[a42]

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A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
Manager.
Hongkong, 24th July, 1905. [a233]

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APPROACH FROM KENNEDY ROAD AND
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STANDING in its own grounds with Tennis
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Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone No. 690.
Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

NO. 2, QUEEN'S ROAD CENTRAL.
Mrs. M. MATTHEW, Proprietress.
A thoroughly First-Class and Up-to-Date Hotel
Large and Airy Rooms, affording every comfort
to Residents and Tourists.
Table D'Hôte at Separate Tables.
MODERATE RATES.
Telegraphic address: "Comfort," Hongkong.
For Particulars, apply to
M. MATTHEW,
Proprietress.
Hongkong, 5th October, 1908. [a43]

VICTORIA HOTEL
SHAMEN-CANTON.

MANAGER—MR. H. HAYNES.
Telegraphic address—VICTORIA, SHAMEN.
SITUATED ON THE BRITISH CONCESSION.

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MACAO.

MANAGER—MR. H. N. BEAUMERPAIRE.
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Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER,
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[a1623]

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(HOTEL-SANITARIUM OF SOUTH
CHINA).
MACAO.

THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous for
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
Two steamers (S.S. Sui An and Sui Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
THE MANAGER.
[a196]

KIALAT HOTEL,
SWATOW.

If you go to Swatow don't forget to stay
at the KIALAT HOTEL. Nice
Comfortable Rooms, excellent cuisine.
Situated five minutes run by rickshaw from
German Consulate.
Miss E. WILL,
Proprietress.
Swatow, 1st April, 1909. [1552]

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VERY OLD LIQUEUR
SCOTCH
WHISKYA BLEND OF THE FINEST PURE
MALT WHISKIES DISTILLED
IN SCOTLANDGENUINE AGE
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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 22ND 1909.

When the United States Minister of the Navy publicly urges the maintenance of a first-class Battleship Fleet in the Pacific as well as in the Atlantic, as REUTER informs us that Mr. Meyer has done at Boston, we may be quite sure that we shall not have many years to wait before the proposal begins to take practical shape. Evidence has not been wanting of late that the idea has been very much in the minds of the naval authorities in the United States, and that it has become a definite object of ambition with the naval men to have a Pacific fleet which, in the words of Admiral Spenner will be "powerful enough to defy every nation." The plea of President Tarr in his inaugural address for a "strong navy" is fresh in the memory of our readers. "A modern navy," he said, "cannot be improvised. It must be built and in existence when the emergency arises which calls for its use and operation. My distinguished predecessor has in many speeches and Messages set out with great force and striking language the necessity for maintaining a strong navy, commensurate with the coastline, the Governmental resources, and the foreign trade of our nation; and I wish to reiterate all the reasons which he has presented in favour of the policy of maintaining a strong navy as the best conservator of our peace with other nations, and the best means of securing respect for the assertion of our rights, the defence of our interests, and the exercise of

our influence in international matters." For the present, however, the stationing of a first-class battleship fleet in the Pacific is but an aspiration, as the naval experts of the United States are strongly opposed to the division of the present fleet into Atlantic and Pacific squadrons. They consider that a bigger American navy is necessary before the proposal is practicable, and, moreover, that adequate accommodation for a fleet an essential preliminary requisite. The "Great White Fleet" which has recently circumnavigated the globe has to be located at Norfolk. "We have not room in New York, nor Boston, nor in Charleston, nor in San Francisco for our fighting ships to stand," Admiral Spenner is reported to have said, and he added: "That is because Congress, in its superlative wisdom, has not seen fit to provide the Navy with the accommodations that I think are needed." Admiral Spenner's aspirations are for a fleet which will excel the British Navy. According to the report of the interview from which we have already quoted the gallant Admiral expressed himself in these terms: "This nation will be a secure and peaceful nation when we have a large navy, when we excel Great Britain in numbers, guns, sailors and ships. Until that time comes we shall be in constant danger." What is the danger, it may be asked, in which the United States is assumed to stand? No conflict with Great Britain is suggested as within the range of possibilities. Is there fear of Japanese aggression? No. Admiral Spenner is credited with having said: "Japan could not now do us any harm, even if she desired to do so. She has not any fighting force. She is not building any new battleships." Yet in almost the very next breath the Admiral is represented to have said: "Suppose there should come a conflict to-morrow. How futile would be our efforts to protect Hawaii or the Philippines—that is for the moment. I think that Congress should realise our position in this respect. We do not care for war but one never knows." And again: "The safest way to permanent peace is to be in possession of a big commanding navy, not a threatening one, but one that could go out and make the others run like a scared wolf if there was occasion." This seems to us to far exceed President Tarr's idea of a "strong navy commensurate with the coastline, the Government resources and the foreign trade of our nation." America's length of coast—where, it should be said, not a navy which will excel the British in guns, sailors and ships. Nor can such an ambitious idea be considered as commensurate with the resources of the United States Government, nor again does America's foreign trade justify such an amazing programme of naval expansion. But America is a young nation, and in the matter of naval protection, as we are so often reminded, it is necessary to take long views. The prospect is not an attractive one. With America and Germany going in for navies which are to excel the British, and with Great Britain resolved on a two-Power standard to maintain her naval supremacy can we say that the world is increasingly assured of the permanence of peace which all are professedly aiming to secure? We think not. This game of "beggars my neighbour" means panic rather than peace.

A Chinese passenger by the Kwanchow, who was arrested at Moji with 92 tins of opium in his possession, was sentenced to imprisonment for ten months.

Mr. A. R. Vincent, acting assistant Judge of H. B. M.'s Supreme Court, returned to Shanghai last week having made the trip to England and back again, via Siberia, in 48 days. Mr. W. E. Leveson, Secretary of the Municipal Council, made a similar trip some time ago, and was absent from Shanghai exactly 47 days.

A young German resident of Tientsin Mr. Otto Wondel who was formerly in the employ of Messrs. Carlowitz and Co., but lately had been engaged in business on his own account, has died of hydrophobia, having been bitten by his own dog. Mr. Wondel was married, and his wife had recently left for home.

The hotel trade at Peking and Tientsin remarks a northern contemporary, has been booming of late. Vast crowds of tourists have been visiting the capital, intent on sightseeing. These tourists, like migrating birds, return to these parts at regular intervals and spend a good many dollars. This goes a long way to support the otherwise dull trade of local stores and hotels.

Mr. Gardiner applied for the re-hearing of the case in which Manvies Bon was last week sentenced to two months' hard labour for the larceny of \$500 as bailie, the money of Dom Jackson. Three witnesses were called, one of whom declared that she was in the room occupied by the prosecutrix Dom Jackson and heard her say that she lent the money to Bon three months ago, and when witness asked her why she swore in court that she gave him the money to get a draft for her, she replied that she was thinking of something else when she made that statement in court. The hearing was adjourned.

A legus excolman who attempted to take advantage of a countryman was at the Magistrate's yesterday sentenced to three months' imprisonment. It appears he stopped his victim while on his way to the Canton steamer and pretending to be an ex-cis officer proceeded to search the man. Pretending to be a search the man's purse was rather heavy he took it away, and as he did not return with it, his victim reported the matter to the police. The purse was heavy because it contained ten dollars in twenty cent pieces. The prisoner had formerly been an ex-cis officer.

The Times in an editorial on the report for 1907 on the administration of Korea highly praises the wonderful achievement, comparing it favourably in some respects with the British tasks in India and Egypt. After reciting the remarkable results of the extensive employment of Japanese officials, the journal points out that the Japanese army was "a well-disciplined and efficient fighting force" and that the future of the discarded soldiers. "The Japanese would be glad to see a large and prosperous community of Japanese established in Korea on friendly terms with the natives, otherwise the Japanese temptation to seek other outlets for population might become more and more insistent."

The half-yearly statement of the International Banking Corporation to December 31, 1908, notes that "business in the Far East during the year rallied spasmodically in some directions, but as a whole remains quiet, and, while we are rather more than holding our own, our profits are in consequence small. Under existing conditions the resumption of dividends must be further deferred. The contraction which we deemed it prudent to make in our commitments in anticipation of, and during, the recent panic resulted, as might have been expected, in the alienation of a certain amount of our business, but we hope by the diligence of our staff and by attention to the interests of our customers to soon regain our position."

The increase that has taken place this season in the number of passengers travelling home by the Trans-Siberian Route from Shanghai is worthy of comment marks the Shanghai Mercury. Since the beginning of March this year every one of the trains proceeding homeward has been practically full, and at the moment the booking rush is at its height and will continue so for several weeks to come. Enquiry at the Railway's agents locally show that the percentage of increase over the number travelling by each train last year is practically fifty—that is of those booking in Shanghai. Last year there was a considerable advance on the previous season, but not nearly so much as has taken place this year. This is attributed to the improvements effected on the railway, and also to the reduction of the time required for the journey from twenty-one days to fifteen.

EVADING THE STAMP DUTY.

Of late the police have shown great activity in instituting proceedings under the Stamp Ordinance. How much revenue is lost to the colony through receipts not being stamped it would be difficult to estimate, though the Reinforcement Committee expressed the conviction that at least several thousand dollars a year more than at present realised ought to be obtained. Recent prosecutions by the police were mostly against Chinese merchants who had omitted to affix the necessary stamp, to receipts, but another class is being dealt with at present. This is the case of rates. When Mr. Chapman, the assessor of rates, made his tour of inspection, he was accompanied by a police officer. For purposes of assessment Mr. Chapman asked for the production of the rate receipts, and as the police found that a large number were unstamped they summoned the parties. This month as many as twenty-five have been before the Magistrate for this offence and in every case a fine was inflicted. Thus a sum of \$225 has been collected in fines from this source alone. Probably more offenders could be brought before the court but the prosecution are only taking this year's cases.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinance, 1884.]

"DAILY PRESS" EXCLUSIVE SERVICE.
ACCIDENT TO A BRITISH DESTROYER.

Tokyo, April 21st.

The destroyer "Fame" burst her boiler on Monday and was towed to Nagasaki by the Virago on Tuesday.

[REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS"]

BULGARIA'S INDEPENDENCE RECOGNISED.

LONDON, April 20th.

The Triplice has recognised the independence of Bulgaria.

[This means the official recognition of Bulgaria's independence by Germany, Austria and Italy.]

THE SITUATION IN TURKEY.

SULTAN READY TO FLEE.

LONDON, April 21st.

The British warships have landed 800 men at Mersina.

The latest consular telegram states that two thousand persons, including two hundred Moslems have been killed in the town of Adana and five thousand in the vilayet of Adana.

Constantinople is showing signs of anxiety over the protracted conference between the Sultan and the Grand Vizier. The Sultan's yacht is lying alongside the Palace with steam up.

A Malta message states that the battleship's Canopus and Ocean and the cruiser Minerva have been ordered to Turkey. Admiral Sir A. G. Curzon Howe is on board the Ocean.

The German cruiser Hamburg now at Corfu has been ordered to Mersina.

SITUATION IN TURKEY.

LONDON, April 21st.

Communications to the effect of preparing to offer any resistance. Instead the population is pouring out of San Stefano and fraternising with the investing troops.

The Sultan remains secluded, seeing only the Grand Vizier, who declares that his Majesty is benevolently waiting the arrival of the constitutional army.

Two American missionaries have been shot dead at Adana while fighting.

Five American cruisers including the North Carolina and the Montana have been ordered from the West Indies to Alexandretta.

DEATH OF MR. G. MURRAY BAIN.

It is with deep regret that we record the death of Mr. George Murray Bain, who had the distinction of being quite the oldest British resident in Hongkong. He came here in February 1864, and his connection with the Colony therefore extends over the long period of forty-five years. Mr. Bain came out to join the China Mail as sub-editor and reporter. In course of time he succeeded to the editorial chair, and in 1872 became the proprietor of the paper. He continued to take an active interest in the paper until a few years ago, when ill health and the infirmities of old age obliged him to leave the exacting duties of active control in other hands. In 1906 the business was converted into a private limited company with Mr. Murray Bain as Chairman. Then, in the interests of his health, Mr. Bain once more revisited his native land, and remained in Scotland until last autumn when, feeling greatly benefited by the change of climate, he decided to return to the East. The voyage out proved somewhat exhausting, and Mr. Bain since his return had been extremely feeble. The end came rather unexpectedly about mid-day yesterday at his residence "Birmam Brae," Conduit Road.

The funeral takes place this afternoon at 5 o'clock where there will doubtless be a large attendance to show the widespread esteem in which Mr. Murray Bain was held.

WARD COMEDY COMPANY.

Another night of laughter was enjoyed by a good house last night when the Ward Comedy Company presented "Vivian's Papers." The merriment was unrestrained and it is safe to say that never have the company allowed to better advantage than they did last night.

The Salome dance by Miss Baxter was greatly appreciated.

FAREWELL DINNER TO MR. GRAY SCOTT.

Mr. J. Gray Scott, who has been the General Manager of the Hongkong Electric Tramway Co., Ltd., since the inauguration of the service, and is to-morrow severing his connection with the Company was entertained at a dinner last night at the Hongkong Hotel. The Hon. Mr. W. Chatham, C.M.G., presided and Mr. W. A. Dowley occupied the Vice-Chair. The other hosts included Messrs. D. Wood, H. R. Phelps, C. D. Melbourne, J. R. Wood, H. G. Calthrop, D. Macdonald, A. G. Gordon, E. H. Hewitt, W. Murray Scott, D. V. Stevenson, W. H. Wickham, F. Graham, E. A. Williams, A. R. Lowe, A. H. Ough, N. F. Blanch, H. F. Chard, J. D. Auld, F. J. Bodeley, D. W. Caddock, Dr. Marriott, A. Forbes, Evan Jones, A. H. Hallingsworth, G. H. Wakeman, O. Nielsen, H. P. Ivey, J. H. Nellis, and T. L. Perkins. Besides Mr. J. Gray Scott, the following guests were present:—Captain Mitchell Taylor, Messrs. Stodart Kennedy (Mr. Scott's successor), G. T. Lloyd, H. A. Hale, G. F. Malden, C. B. Byers, G. Grimble, A. Courne, C. C. Hill, W. Glendinning, A. Keating, R. D. Atkinson and B. Elwek.

The CHAIRMAN in proposing the health of Mr. Gray Scott said he had had occasion to meet him in various capacities during his stay in the colony. In his official capacity he could never wish to work with a better man in a similar capacity. As they knew, Mr. Scott had other interests to serve besides those which he (the Chairman) had specially to look after, and to do what he could to get the biggest possible dividend for his company. Naturally that conflicted somewhat with some of the matters that he (the Chairman) would have liked him to carry throughout whilst they had not been able to see eye to eye it was not the fault of his friend Mr. Gray Scott who had met his views whenever it was possible for him to do so. The other capacity in which he had come into contact with him was as an ordinary member of the public and those present were in as good a position to judge of Mr. Scott's qualities as he was. He had run the tramway service of this colony in a manner that would reflect credit in any community in the wide world. The service had been carried on practically without interruption, though they had had to contend with two of the biggest typhoons experienced in the colony for many years. During one of those typhoons he thought Mr. Gray Scott displayed some animus against the Building Authority (laughter) because he ran three of his cars into a building down near Kennedy Road. It might surprise them to learn that those buildings stood (laughter). He would ask whether there was any one present who had attempted to forcibly stop one of those cars (laughter). In conclusion he proposed the health of Mr. Scott and wished him health, prosperity and success in his future career. They all regretted his departure from Hongkong and would be pleased were he remaining here.

Mr. Scott in acknowledging the toast said he found it exceedingly difficult to fittingly express his feelings of appreciation of the flattering remarks which had fallen from the Chairman. His sojourn in Hongkong had not been a very extended one, but he felt he was in a very fortunate position after five years' residence among them to be treated to such a display of cordiality and good fellowship as he had shown that night. He felt that Mr. Chatham had done him a very high honour in presiding over that gathering, for he might say that he was one of those who shared the very high respect and esteem in which Mr. Chatham was held by the people of this colony. It had been his privilege to be associated with him professionally and he had always had a very great respect for his unassuming manner and business like attitude. Mr. Chatham had been good enough to pay him the compliment of saying that the Hongkong tramways would be creditable to any town in the world. Though he had admittedly exercised his efforts to the full during the time he had been in the colony, he thought those efforts would have been in vain had he not received the cordial and sympathetic support of his staff. He had been fortunate in having with him four excellent assistants who had put personal considerations entirely in the secondary position and devoted themselves primarily to the work of the company by whom they were employed. Mr. Scott expressed regret at the absence of Mr. Robert Shaw, who was wisely guarding his health. Mr. Shaw could not do that too well because they would all agree that he was one of the most capable custodians of the commerce of this colony. Many present had known Mr. Shaw for a longer period than he had, but no one had a greater regard than he had for his wonderful personality. He expressed his thanks to Mr. Dowley and Mr. Wood to whom he believed he was indebted for the inception of that night's gathering. Dame Nature had beautifully endowed Mr. Dowley as regards bulk and he (the speaker) could assure them that it was his heart she had had regard to the laws of proportion. Mr. Wood as they knew was a born organiser and he regarded it as a personal compliment that he should have directed his energies to the attainment of honours on his behalf. Mr. Gray Scott paid a very high compliment to the efficiency of the local police, and he could say from his experience that the standard of efficiency pervaded the whole staff from the Captain Superintendent of Police downwards. In conclusion he said he could assure those present that it was with a sense of very genuine and deep regret that he was about to take his departure from Hongkong, but those feelings were mitigated by a sense of gratification at the honour done him that night. He appreciated the good fellowship shown that night and hoped that the

friendships might not be severed but renewed at no distant date in the mother country—(Applause.)

Mr. W. H. Wickham proposed the toast of other departing friends, coupling with the toast the name of Mr. Robert Mitchell, Chief Manager of the Hongkong and Whampoa Dock, and Mr. Malden, who had been Mr. Scott's Chief Assistant. Mr. Robert Mitchell, he said, might be considered a veteran in the Colony, because his residence had extended over a quarter of a century. He had worked his way up from a very subordinate position by hard work and engineering ability to the highest position in the Dock Company's service. He spoke of Mr. Mitchell's engineering ability not only from the opinions he himself had formed, but from the universal testimony of Mr. Mitchell's brother engineers in the Colony. Passing from his professional position Robert Mitchell as a man was a sterling fellow. He was well known to most of them as a friend and a citizen. He had seen it stated that Mr. Mitchell hoped to revisit the Colony in the future for the purpose of collecting dividends—daughter. They were glad to know that he was in a position to collect dividends and they would hope that they would be of increasing size so that he might the more often be tempted to visit the Colony—(Applause.)

With regard to Mr. Malden he had been Mr. Gray Scott's Chief Lieutenant, and Mr. Scott he was sure would not grudge to Mr. Malden the credit he deserved in helping to make the tramway system a success. Socially Mr. Malden was a genial friend who always saw the bright side of things, and they could not look on his face without feeling the better for it, added Mr. Wickham. Mr. Scott had borne testimony that Mr. Malden had done his duty well during the years he had been with him, and that was a testimonial that should win him promotion in the future.

Mr. Mulder briefly responded and mentioned that he had the privilege of working under Mr. Gray Scott in former years and could assure those present that Mr. Scott was as popular at Home as he had been in Hongkong. The remainder of the evening was devoted to harmony.

Mr. Gray Scott leaves by the Nippon Maru on Saturday.

SUPREME COURT.

Wednesday, April 21st.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISSIE JUDGE).

AN HOTEL RUNNER'S CLAIM.

Messrs. Dorabjee and Co., proprietors of the King Edward Hotel, were proceeded against by W. H. Brown to recover \$254.75, being as to salary \$200.00, \$25.75 as to commission and \$155 for wrongful dismissal.

Mr. Otto Kong Sing appeared for the plaintiff, and Mr. Daniels of Messrs. Johnson, Stokes and Master for the defendant.

Mr. Kong Sing, in opening, told the Court that plaintiff was an hotel runner who received \$60 a month and commission which brought in \$30 or \$40 a month as well as free board and lodgings in the hotel, on March 30th defendant wrote to plaintiff through their solicitor giving him notice of instant dismissal and giving an account of what was due to them by plaintiff.

Mr. Kong Sing, in outlining the reasons given by the defendant Co., said that there was no rule which prevented complainant from being a man in his room.

Mr. Brown, after examination, said it was not his duty to go off with the launch on every occasion. He was well acquainted with the hotel rules, and knew that he was not to have drinks during working hours. When Mr. Dorabjee went through the chits he stopped plaintiff's drinking. Witness had ladies on board, but could not say if they were of loose character. He had taken guests of such character to the hotel, and they had been admitted. One man had stayed with him a week as his guest, and witness had quoted him at the lowest rates. Mr. Dorabjee thought that witness had been negligent, and asked him to pay for the loss of certain boxes. Witness received his salary for January at the beginning of February.

Mr. A. D. Geo, manager of the hotel, said nobody had complained to witness of the plaintiff's conduct, and witness knew of nothing that would warrant defendant's summary dismissal.

Mr. Daniels: If he had heard that plaintiff was using the hotel launch for his own private purposes, and taking women of bad repute round the harbour, he would consider that that was good cause for dismissal.

Mr. Daniels said plaintiff had admitted certain misconduct that would justify dismissal, and had admitted agreeing to make certain payments. The plaintiff had admitted having broken a rule of the hotel, and the fact that it had been overlooked did not now affect the defendant.

Mr. Geo, recalled, said that, acting on Mr. Dorabjee's instructions, witness told Brown that unless he paid half the cost of the inquiries made over the lost boxes he (Brown) would be dismissed. Plaintiff replied: "If I have to pay, well, I suppose I have to pay."

Mr. Kong Sing said it was admitted the deductions were made in respect of \$20 cash, and \$69.15 in respect of chits, all of which were less than \$5.

Mr. Daniels: They were deducted from salary, and applied in the way my friend suggested. The case was adjourned until Monday next.

The plaintiff stated that he did agree later to pay half the cost of the cable, because he understood he would lose his position unless he did so. The friend he brought to his room was hard up and witness allowed him to sleep on the sofa. The man had only one meal at the hotel.

Cross-examined by Mr. Daniels: Witness knew one of the hotel rules was that no European servant was to drink in business hours. He had broken that rule, but the hotel accepted his chits, until March, when they were stopped. He had women on the launch who were from a certain quarter of the town. Witness had brought guests like that to the hotel and they were accepted.

Re-examined by Mr. Kong Sing: Mr. Dorabjee knew witness was signing chits from the beginning. The reason why he stopped witness was because he thought witness was signing too many. It was witness' instructions to do his best for the hotel and he often obliged patrons of the hotel by taking them to and from ships. The coal for the launch was supplied by the coxswain, and witness paid the coxswain for the coal used on the day the women were aboard.

The hearing was adjourned.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in by 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 5th, Ed-Labor's.

P.O. Box, 53. Telephone No. 12.

NEW ADVERTISEMENTS

THE YANGTZE INSURANCE ASSOCIATION LTD.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty-Five Per Cent. being FIFTEEN DOLLARS Per Share, on the Paid-Up Capital of the above Association has been DECLARED PAYABLE, in full, at Exchange 73, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA or the HONGKONG & SHANGHAI BANKING CORPORATION, Shanghai, on and after 15th April, 1909, to Shareholders of Record on the 9th April, 1909.

By Order of the Board of Directors,
W. S. JACKSON, Secretary.

Shanghai, 17th April, 1909. [639]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT AN EXTRAORDINARY GENERAL MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 7th May, 1909, at 12.30 P.M. for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Society held on the 21st April, 1909:

"That the Memorandum and Articles of Association of the Society be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society to the exclusion of those heretofore prevailing."

Prints of the proposed Memorandum and Articles of Association can be seen at the Society's Offices, or obtained on application there.

By Order of the Board of Directors,
C. MONTAGUE EDE, Secretary.

Hongkong, 21st April, 1909. [640]

THE CHINA TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT AN EXTRAORDINARY GENERAL MEETING of the Company will be held at its Head Office, No. 2, Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 7th May, 1909, at 12.45 P.M. for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Company held on the 21st April, 1909:

"That the Memorandum and Articles of Association of the Company be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company to the exclusion of those heretofore prevailing."

By Order of the Board of Directors,
C. MONTAGUE EDE, Secretary.

Hongkong, 21st April, 1909. [641]

TO LET.

FURNISHED at the Peak, from 1st May. TWO ROOMS with Bath Room, Pantry and Servants' Room. Separate entrance.

Apply—
Care of "Daily Press" Office.
Hongkong, 22nd April, 1909. [642]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI NAGASAKI, HIOGO AND YOKOHAMA.

THE I.G.M. Steamship

"DEFFLINGER."

Capt. G. Meiners, will leave for the above places TO-DAY, the 22nd inst., at Noon.

NORDDEUTSCHER LLOYD.

For further Particulars apply to
MELCHERS & Co.,
General Agents.

Hongkong, 22nd April, 1909. [5]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 p.m. the 23rd inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.
General Managers.

Hongkong, 21st April, 1909. [16]

NOTICE.

\$150,000 to Invest on Mortgage; Send Particulars of Securities offered to

X.

Care of "Daily Press" Office.
Hongkong, 30th March, 1909. [537]

WANTED.

By a GERMAN GENTLEMAN, residing in CAINE ROAD, Advanced Lessons and an Accompanying Violin and Piano twice a week from 9 to 10 o'clock in the evening.

Apply stating terms to—
X.W.
Care of "Daily Press" Office.
Hongkong, 6th April, 1909. [578]

PUBLIC COMPANY

THE HONGKONG ELECTRIC CO., LD.

NOTICE IS HEREBY GIVEN THAT THE TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Building, on SATURDAY, the 24th April, 1909, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 23rd February, 1909, and hearing the Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th April, 1909, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 7th April, 1909. [587]

INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be TO-MORROW (FRIDAY), the 23rd April, 1909, at 4 p.m. in the City Hall, for the following purposes:

1. To receive the Report and Accounts of the Committee for the year ending 31st December, 1908.
2. To elect a New Committee.
3. To transact any General Business.

By Order,
E. A. M. WILLIAMS,
Secretary.

Hongkong, 15th April, 1909. [614]

HONGKONG GYMKHANA CLUB.

THE FIRST MEETING of the Season will be held at the HAPPY VALLEY, on SATURDAY, the 24th inst. commencing at 3.30 p.m.

The Charge of Admission will be \$1.00 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

C. GORDON MACKIE,
Hon. Secretary and Treasurer.

Hongkong, 17th April, 1909. [625]

CHINA NAVIGATION COMPANY, LTD.

HONGKONG TO SHANGHAI.

DIRECT CARGO AND PASSENGER SCHEDULE SERVICE.

THE Twin Screw Steamers "ANHUI," "CHINHUA," "CHENAN" and "LINAN" leave Hongkong alternately every THURSDAY P.M. and SUNDAY at Daylight for SHANGHAI DIRECT.

The Sunday Morning Steamers are steved by the Postal Authorities for the convenience of H.M. Mails to Europe via the Siberian route, and are the most regular and convenient sailings for passengers travelling via Siberia.

For further particulars apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th April, 1909. [624]

SPECIAL NOTICE.

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY.

THE French Steamship Company, CHARGEURS REUNIS, beg to inform the Public that their Steamers of the Round-the-World Line will henceforth suppress calling at Vancouver and Puget Sound Ports. They will proceed from Yokohama DIRECT TO SAN FRANCISCO without making any Port of call en route.

Shippers of Cargo to SAN FRANCISCO, MEXICO, and SOUTH AMERICA will no doubt appreciate this new facility afforded to them of a fast Cargo-Boat Service from China and Japan to above mentioned destinations.

For full information, apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, 17th April, 1909. [626]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers Pig Iron and Foundry Coke Importers. General Storekeepers and Shiphandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

For further Particulars apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, 17th April, 1909. [626]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK,"

A.I. A.C., and Engineering Code Used.

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet

Length on Blocks... 714 "

Width of Entrance on Top... 364 "

Width of Entrance on Bottom... 384 "

Water on Blocks at Spring Tide... 344 "

DOCK No. 1.

Extreme Length... 523 feet

Length on Blocks... 511 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 61 "

DOCK No. 2.

Extreme Length... 371 feet

Length on Blocks... 359 "

Width of Entrance on Top... 65 "

Width of Entrance on Bottom... 51 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with the LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.

[908]

INTIMATIONS

TO-NIGHT! TO-NIGHT! HONGKONG CINEMATOGRAPH

(Opposite the Central Market)

FOR TEN DAYS ONLY

JAPANESE JUGGLER COMEDY CO.

ON TOUR TO EUROPE

Under the Direction of PROF. KIKUGORO, JAPAN'S GREAT CONJUROR.

PROGRAMME:

1—Cinematograph show.

2—Mysterious appearance of Hen and gold ring.

3—Transformation of Water into paper.

4—Burn a Bank note, and the same note will reappear.

5—Mysterious multiplication of 1 ball placed in a small empty box to about 100.

6—Mysterious disappearance of articles gathered from the audience.

7—Juggling tricks changed into curio.

8—A string of several nations flags.

9—Three nations' flags.

10—Boiling eggs changed into living birds.

11—Marvelous transportation of gold fish.

12—Fishing a gold fish from a spectator's hat.

13—Mysterious hat tricks (handkerchief and watch).

14—Mysterious card tricks.

15—Rope and handkerchief trick.

16—One dollar piece put in a hat will be changed into 50 pieces.

17—Japanese dance butterfly tricks.

18—Japanese sword dance.

19—From a flower pot containing water several Japanese lanterns, silk cloth, etc., will appear.

20—Mysterious change of silk cloth into 40 Japanese paper umbrellas.

21—Mysterious change of handkerchiefs into umbrella cover.

22—Prof. Kikugoro transforms his body several times. Several other New Magic will be added to this Programme every night.

23—Cinematograph show.

24—Prof. Kikugoro's most interesting Water Act.

CHANGE OF PROGRAMME EVERY NIGHT

CINEMATOGRAPH PICTURES.

FIRST CLASS... \$1.00

SECOND " ... 50 cts.

THIRD " ... 20 "

Doors Open 7.30 P.M. Performance 8.00 P.M.

Hongkong, 21st April, 1909. [634]

COMING! COMING!!

THE HIPPODROME CIRCUS AND MENAGERIE

LOCATION: CAUSEWAY BAY.

WATCH THE DATE

BOX PLAN—

ROBINSON PIANO COMPANY.

A. JACKSON, Representative.

Hongkong, 21st April, 1909. [581]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong, 1st April, 1908. [48]

TO LET

TO LET.

FURNISHED or Unfurnished, or For Sale, DETACHED HOUSE with Tennis Court known as "ROOVALS," Kimberley Road, Kowloon.

Apply—
H. K. HOLMES,
54, Queen's Road.

Hongkong, 19th April, 1909. [630]

TO LET.

NO. 34, QUEEN'S ROAD CENTRAL (Shop) Opposite the Post Office.

NO. 1A, WINDHAM STREET (suitable for Office and Godown).

NO. 2A, DAGUILLA STREET (suitable for Office and Godown).

All of which are at present occupied by Weismann Ltd. For Particulars, etc.

Apply to—
YEE SANG FAT & Co.,
34, Queen's Road Central.

Hongkong, 19th March, 1909. [489]

TO LET.

UNFURNISHED—Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately.

Apply to—
Messrs. PERCY SMITH & SETH,
No. 5, Queen's Road Central.

Hongkong, 3rd February, 1909. [213]

TO LET.

NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"ERANSE BUNGALOW," Kowloon. A Small Garden detached. Moderate Rental.

Apply to—
ARRATON V. APCAR & Co.,
14, Des Vaux Road.

Hongkong, 1st March, 1909. [399]

TO LET.

GODOWN, No. 5A, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st April, 1909. [99]

TO LET

AT the PEAK, House in STEWART TERRACE; Furnished or Unfurnished.

Apply—
H. E. POLLOCK,
18, Bank Building.

Hongkong, 20th March, 1909. [494]

TO LET.

ROOMS suitable for Offices in No. 10, Lee & Co's premises, in rear of David Sassoon & Co's premises.

Chambers with Bathroom and use of Kitchen in No. 31, Wyndham Street known as "College Chambers."

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 1st April, 1909. [553]

TO LET.

ONE OFFICE ROOM on 2nd Floor Prince's Building.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

Apply to—
BEUTER, BROCKELMANN & Co.,
Hongkong, 15th March, 1909. [522]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for all purposes. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE

Portions of MARINE LOTS Nos. 31 & 36 on PRATA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars apply to—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. [96]

TO LET.

13, ALBANY ROAD, HONGKONG. (Facing Public Gardens)

From 1st May, 1909.

at present occupied by Madame Marty.

Apply to—
M. STEPHENS,
Solicitor, 18, Bank Buildings.

589]

TO LET.

FOUR and FIVE ROOMED HOUSES at Kowloon.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession.

Cheap Rentals.

OFFICES on the 1st Floor Hotel Mansions lately occupied by the Hongkong, Canton and Macao Steamboat Co., Ltd.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 24th March, 1909. [547]

TO LET—FURNISHED.

"FUNG-SHUI," THE PEAK. To be let Furnished for 8 months or longer.

Apply—
JOHNSON, STOKES & MASTER,
Solicitors,
8, Des Vaux Road Central.

Hongkong, 2nd March, 1909. [110]

TO LET.

A HOUSE in Wong Nei Chong Road.

FROM 1st MAY, 1909.

OFFICES TO LET, No. 2, Cossington Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VEAUX ROAD CENTRAL, 1st floor.

ENTERTAINMENT

HUGH J. WARD'S
LONDON COMEDY CO.

INCLUDING: MISS GRACE PALOTTA.

FAREWELL LAST NIGHTS
FAREWELL LAST NIGHTS
FAREWELL LAST NIGHTS

TO-NIGHT (THURSDAY), APRIL 22ND,

The Enchanting Comedy-Drama,

"THE PRIMA DONNA."
AND SALOME

AT THE END OF THE PERFORMANCE.

TO-MORROW (FRIDAY), APRIL 23RD,

Revival by Popular Demand,

"WHEN KNIGHTS WERE BOLD."

BOX PLANS AT S. MOUTRIE & Co., LTD.

SEATS MUST BE PAID FOR AT THE TIME OF BOOKING.

Hongkong, 21st April, 1900.

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

Capt. von Hoff, having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 15th April, 1900.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON,"

FROM ANTWERP, MIDDLESBRO',

AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 29th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 15th April, 1900.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP

LONDON AND STRAITS.

THE Steamship

"GLENLOCHY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 23rd inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 23rd inst. at 11 a.m.

No claims will be recognized if not presented within 14 days of the ship's arrival.

MCCORMACK, BROS. & GOW,

Hongkong, 15th April, 1900.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"WOLGLEN,"

having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Undersigned before Noon on the 30th inst., or they will not be recognised.

All Claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 9.30 a.m.

No Fire Insurance has been effected.

CARLOWITZ & Co.,

Agents.

Hongkong, 19th April, 1900.

Apollinaris

"THE QUEEN OF TABLE WATERS."

48 Quarts \$14.00

24 Quarts 7.00

48 Pints 11.50

100 Splits 15.50

CARLOWITZ & CO.,

Sole Agents,

No. 2, Comaught Road, Central.

[621]

MARTIN'S
APIOL & STEEL
PILLS

A French Remedy for all Irritations, Throat, Stomach, Liver, Kidney, Bladder, and all other ailments of the Urinary System. It is a purely vegetable preparation, and is entirely free from all poisons, and is the most reliable and effective remedy for all the above ailments. It is sold in all Chemists and Druggists, and is the only one of its kind.

H. MARTIN, Chemist, 10, RIVER STREET, HONG KONG.

[607-2]

VAN
HOUTEN'S
COCOA

Delicious!

Van Houten's
Cocoa combines
the highest quality
with the most
delicious flavour.
BEST & GOES
FARTHEST.

82-7

SUTTON'S SEEDS.

Special Selections for South China.

CHINA EXPRESS CO.,

3, Duddell Street, Hongkong,

Shipping and Insurance Agents.

Hongkong, 22nd January, 1900.

[50]

EVOLUTION OF THE AEROPLANE.

MEANING OF A GREAT EXHIBITION.

This is a wonderful world we live in. It seems only a few years ago says a London paper that in those gardens behind the Albert Hall we saw the first, or one of the first, exhibitions of motor-cars. Odd, misshapen things they were. As they whizzed and grunted their painful way round and round a small arena, it seemed impossible they could ever be anything but laughing-stocks or dummy toys!

Yet we have just seen a procession of eight miles of motor-cars, smart, speedy, serviceable, carry a battalion of Guards to Hastings and back, at an average speed of over twenty miles an hour, and with scarcely an accident. Had one prophesied such a feat fifteen years ago one would have been ridiculed, regarded as a visionary, a crank.

And suppose someone were to prophesy to-day that in another fifteen years we shall be seeing a Guards' battalion whisked off to the coast in aeroplanes—what would be said to that? Unimaginative people with short memories would scoff at such a possibility. But with the marvellously rapid progress of motor-cars in mind, and with such an exhibition as that which has opened at Olympia to stimulate our thoughts, how can we waive the idea now?

NOT A THEME FOR JOKING.

This exhibition is going to set all London talking. It is going to make people realise that the aeroplane is not merely a theme for joking, a fad, a toy, but a reality, a practical machine for flying, an invention that has come to stay.

Up to now people have not understood this. They have heard of flights at Farnham, at Le Mans, in the United States, always a long way off. They have said to themselves that it was just a passing craze. Now they can go to Olympia and as they cross the threshold they will imagine they have stepped suddenly into one of Mr. H. G. Wells's stories of the future, when aeroplanes ply regularly between London and Paris, and when wars are fought in the air.

Most people have thought of aeroplanes in venturers and constructors as clumsy, lumbering, and cumbersome. As they watch the keen-faced mechanics going about their work in a quiet, business-like way, just as if they were in an engine "shop," they will soon be disabused of that. Strange and unfamiliar as they look at first, these vast machines are, most of them, thoroughly practical and scientific—not yet quite practical and scientific enough perhaps, but getting well on towards the moment when they will emerge from the experimental stage.

Already they are so far advanced that you can walk in and order one if you have £500 or £600 to spare—not a theoretical flying machine, but one that has actually been in the air. The remarks that were heard on all sides yesterday showed clearly that the exhibition had come as a tremendous surprise to most of the visitors. They went, thinking it would be a good joke; they found it an amazing eye-opener which gave them a fresh vision of the possibilities of the near future. They had come to scoff. They remained to marvel, and they went away thinking deeply over what they had seen.

Many had exclaimed never before realised what the principle of the "heavier-than-air" flying-machine is. An expert was trying to a little group. "Stop a minute," he said, and ran up to the gallery. From there he sent a sheet of paper floating into the air. It swayed this way and that; travelled quite a little distance, then gradually dropped.

"Now why didn't it drop straight down?" asked the expert. "Because its surface, or plane, offered resistance to the air. Imagine that sheet of paper driven by a small engine, instead of wandering free, and you have a model aeroplane."

Now the little group near him looked with different eyes upon the huge machines around them. The use of the "bathing boxes," as someone called them, became plain. For the first time it was clear to them what an aeroplane was.

It is an exhibition that no one who is alive to the march of events will miss. Its interest evidently appeals to the Prince of Wales, who, it was announced yesterday, will visit the show next week. It marks a stage forward. Some day we shall look back upon this exhibition as we now look back upon those tiny motor-cars behind the Albert Hall. We live indeed in a wonderfully interesting world.—H. H. F.

THE "TIMES" ON OPIUM COMPENSATION.

It seems that the Colonial Office is disposed to follow a fair and reasonable policy in regard to the suppression of opium smoking in Hongkong. When the question was first raised, we pointed out that if the English nation resolved to secure the abolition of the vice within the limits of the British Empire, it would be extremely unjust that the cost of giving effect to this intention should be laid on the shoulders of the British subjects in the Colonies concerned. Those who pressed strongly for a drastic anti-opium campaign apparently did not take this view. Regarding the trade and use of the drug as highly immoral and vicious, they proclaimed that the choice lay between righteousness and money, and demanded the immediate suppression of the opium habit in the Crown Colonies of the Far East. But they made no suggestion for assisting the people in these dependencies in bearing the burden of the reform for which they pressed. In the debate in the House of Commons last year Colonel Stoy reminded his party that morals rather than money was hardly an appropriate cry when the morals belonged to one set of people and the money to another. The Colony of Hongkong has long derived a large proportion of its revenue from the opium traffic. Any movement for the suppression of the vice must therefore involve a serious financial loss, and being a very heavy burden on the taxpayers of the place, it is satisfactory to learn, however, that the Government have decided that it would be unjust for the people of this country to indulge their virtuous intentions at the expense of others, and that Parliament will accordingly be asked to sanction a substantial contribution to help to make good the decline in the revenue of the Colony. Such a step is all the more equitable since Hongkong at present pays a considerable sum to the cost of Imperial defence. It also appears from the Memorandum prepared by the Governor of the Colony, Sir Frederick Lugard, that the process of restricting opium smoking will be gradually carried out. He does not deny the evils resulting from the vice, but he considers that precipitate action would be unwise. Any sudden closing of the dens would certainly produce evil effects. Such a measure could not stop opium smokers from indulging in a habit, which in most cases lays a very firm grip on its victims. The vice would be secretly pursued, and its followers, who are mainly drawn from the lowest and often from the criminal classes, would be removed from the surveillance and control of the police, to which they are now subject in the licensed dens. There is also the danger that the sudden restriction of opium will encourage alcoholic excess and the spread of the morphine habit. In fact, it has been found that many of the so-called remedies given to opium smokers, simply provide the drug in another form. To ardent reformers any suggestions for delay

and caution are intensely unwelcome. But it is unquestionable that, by extravagant assertions and reckless arguments, they have retarded the progress of the cause which they have at heart. Too often, for instance, they put down to the effects of opium any disease or defect from which a smoker may suffer. Their opponents, on the other hand, maintain that the opium habit, modestly pursued, is relatively harmless, and that the number of those who take the drug to excess is limited. Probably the truth, as often, lies between the two extreme views. The International Opium Commission, which met at Shanghai last month, passed a number of resolutions which, while clearly recognising the opium habit as an evil, did not advocate any drastic or immediate campaign of suppression. But it urged the different nations represented to take action with a view to assisting each other in putting an end to opium smoking, and the conference may supply a valuable stimulus to the movement towards this goal. Each Government will now feel that its policy will be subject to the scrutiny of the others. Great Britain has proved that she is ready to assist the Chinese by consenting to a reduction in the annual import of opium from India, and if the Peking authorities can show that they are able to accelerate their programme of reform, this country is not likely to place any obstacles in the way.

FASHIONS AND FANCIES.

BLACK SILK COATS.

It is good news that black silk coats will be worn again this season. There is no material that combines so well lightness and smartness as this. So far as can be prognosticated, we can have our choice between short waist and long waist. It seems as though both styles were to be in fashion. And in the matter of length, we may choose among short, half-length, three-quarter, and full-length. The first must come at least four inches below the normal line of waist. The last must cover the short walking gown. The intermediate lengths are too well-known to need any specification. Some of these silk coats are lined, some not. Others have a body lining but the skirt is free from any.

THE NEW SATIN COAT.

The new satin coats are of the tailor order, and fit the figure accurately. Almost all are long-waisted, showing the beautiful inward curve of the figure at the back, so long lost to sight under the reign of the Empire and Directorate periods. The sleeves, too, are of the old coat (coude, elbow), shape, with no stiffness whatever at the top. This requires some skill to arrange, so that there is no dragging of the sleeve when the arm is put forward. The style suits the broad-shouldered but is extremely trying to the meagre line of many figures, rendering them inexpressibly insignificant. A short, thin woman looks as nothing in such a coat. She should, therefore, sacrifice fashion to the becoming, and in doing so her tailor or dressmaker will gladly aid and abet her, knowing well how imperiously her scanty figure demands at least a semblance of shoulder width. Also, a very narrow line across her makes the waist look large, but one almost fears to advocate a change lest we should have again the enormous width of sleeve that makes some old photographs look so very funny. Three-quarters of a yard across some of us measured in those days. Not so very long ago, either. Probably nine or ten years since.

THE NEW SATIN COAT.

Then, when we had taken in a coat or two in sleeves, we fell victims to the hideous patch, one of the very ugliest fashions, not even excepting crinolines, that was ever devised. For years this made artists and sculptors shudder, while physiologists smiled at the grotesque absurdity. But now it has vanished, let us hope, for ever. The bodice fits neatly and compactly, and does every justice to a good figure, while making the best of an indifferent one. If only the waistline could have some abiding place, we might be fairly happy about our gowns. Sleeves, it is true, are still tight for comfort, but made by the "little" dressmaker who studies economy in material rather than human anatomy, but on the whole we should be content. One fears a change, lest a worse thing happen to us. Where, for instance, shall we bulge out next? Or when be forced into exiguity?

THE NEW OTTOMAN.

This new silk has a wide rib, and is almost as light as Liberty satin. It is pure silk, and is said to be the smart colour. A gown of this in dead leaf green has a coat to match, much cut away from the front, but trimmed with the up-to-date long lines at the back in brown and dull gold embroidery of the new transparent kind in pale blue and soft pink and green. The blouse is in dead leaf chiffon set into a band of the embroidery, which crosses the front, turns on itself to make a line at right angles crossing each shoulder, and again makes "corners" to compose a straight-across line at the back. All above this line there is very finely tucked chiffon in the same shade of green as the gown, and quite transparent. The very high collar is in the embroidery finished with the indispensable tucker in soft white tulle just edged with black.

THE HOUSE OF THE HOUR.

The up-to-date blouse should match the skirt in colour, as described above, and it should have the appearance of a double bodice. That is, the collar, chemise, and sleeves form the under bodice, and the rest of the blouse the upper one, including sleeves from shoulders to elbows. Sometimes there is even a turned down lace collar arranged over the upper bodice. This is rather pretty, but a perfect nuisance if the blouse has to be worn under a coat, as is generally the case. The collar is sure to get caught.

THE SUPPLEMENTARY BLOUSE.

The blouse for wearing with a Directorate or pinafore gown must indulge in no such whimsies. It has to be in a straight forward design adapted to its subservient position as merely supplementary to the gown. The sleeves should be long, and if not made of lace very much tucked, and the collar and upper part must match the sleeves.

WHAT ABOUT SHORT SLEEVES?

They seem to be creeping up again, and may possibly respectability when the warm days come, after having been pronounced completely out of fashion. They are certainly convenient for summer wear and all the active exercises girls engage in out of doors. They also have the further advantage of keeping clean as long sleeves never can. The long-sleeved blouse has to go to the cleaner twice as often as the short. But the latter should be worn with discretion. When arms are thin and round it is just as well to afford them a friendly veil by means of sleeves.

THE ROBE-CORSET.

Reference was made to the robe-corset in this column a fortnight since, in which it was omitted to state that this admirable garment is cut in a princess, so that there is no ridge or joint as there would be if the skirt were fastened on to the edge of the corset. Instead of that the material is continuous from the top of the corset to the fall of the petticoat. It is this which adapts it so perfectly to the sheath-like mode of the hour and a half to the princess gown which is to carry all before it this season. Even in Paris this invention of an English lady is accepted as the latest word in corsets, and wonder that Parisiennes should have left it to an Anglaise to discover

PREMIUM BONDS

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They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash, Premiums varying from £40 to £200,000, or, at the very least, at their full nominal value.

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Write for Handbook, sent post free.

MELVILLE, GLEN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

[2-4]

such a solution of the problem of skirts. The petticoat frills are detachable and adjustable. The greatly reduced weight of clothing is evenly distributed over the whole body, and each corset is specially designed for the person who is to wear it. It affords perfect support and at the same time permanently removes irrelevant and superfluous bulk, giving graceful lines and curves. M. de Nore, in "La Revue Moderne," writes: "Now let us own ourselves outclassed, we Frenchwomen, renowned for our elegance, our chic. The light has come to us from London, for it must be admitted freely that the ideal corset is English."—X. and Z., in the Globe.

NEW MUSICAL PRODIGY.

Musical prodigies are familiar features of the concert world of to-day. A few of them grow up into mature artists; many of them disappear altogether. Whatever may be the ultimate fate of Kalman R6y, who arrived in London last month from Budapest, it is at least certain that in this twelve-year-old child we have one of the foremost masters of the violin at present in existence.

During a private hearing given to the musical critic of the Daily Mail the gifted boy displayed a command of violin technique little less than marvellous. He played a Paganini concerto with a superb scorn of its arduous technical demands, and never once was guilty of a false note.

Kalman R6y developed musical talent at the age of four, when he managed to evolve melodies out of an instrument made of Indian corn. Later on he was presented with a toy violin, and it was upon this that the chief of one of the numerous wandering gipsy bands heard him extemporise. The gipsy was so struck with the child's ability that he presented him with a real violin.

It is to the proximity of his aunt, herself a musical enthusiast, that the boy's latent genius was brought to light. This lady, recognising her nephew's exceptional talent, took him to Miskolc, where he was placed under Zandor Reetz, and afterwards to Budapest, where he subsequently became a pupil of H6ly, the teacher of V6gy. It was at this last town that Kalman R6y played the Paganini concerto in D with an orchestra and scored a great triumph.

SUICIDE OF AMERICAN MILLIONAIRE.

Mrs. Pierre Lorillard, a millionaire and a leader of American society, committed suicide by gas at her residence at Washington on the 25th ult. It is stated that Mrs. Lorillard had been suffering from melancholia.

Mr. Pierre Lorillard, her husband, who died in 1901, was the head of the great tobacco house which bears his name. He was many times a millionaire, but he was more than a millionaire. He was among the first of the wealthy Americans to patronise the arts, and he was known as a leader in the most exclusive set in New York society. It was he who formed the Millionaires' Club at Tuxedo Park, which is the Ranelagh or Hurlingham of New York.

It was as a racehorse owner, however, that Mr. Lorillard was best known. He was the owner of the first American horse that won a Derby, and his other successes on the Turf are too numerous to be recorded.

His great racing triumph was with Iroquois, which started second favourite in the Derby on June 1, 1891, and finished first.

The present head of the house of Lorillard is Mr. Pierre Lorillard jun., who has carried on the social and sporting traditions of the house. A daughter of Mrs. Lorillard married the Hon. Cecil Baring, heir to Lord Revelstoke, in London in 1902.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Cr6me Ch6rmat6, Lait Ch6rmat6 and Special Skin Tonic and Poudre Ch6rmat6 will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

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SUGAR CORN SEEDS.

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[1674]

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DR. M. H. CHAUN.

THE latest Method of the AMERICAN

SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1900. [415]

SIEN TING

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1905. [504]



AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

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THIS VAT WAS STARTED BY THE LATE ROBERT THORNE, OF GREENOCK AND HAS BEEN SOLD AS SUCH SINCE 1850

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GRIMAULT & CO. CHEMISTS, PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharges. The Capsules, unlike Goraika, do not cause eruptions on the skin or produce nausea.

MATICO INJECTION is used in recent

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GRIMAULT'S

INDIAN CIGARETTES

For Asthmatic people who suffer from

OPPRESSION in breathing, SORENESS,

and BRONCHITIS, INFLUENZA, and DIFFICULTY

in EXPIRATION.

SHIPPING.

ARRIVALS.

ARABIA, German str., 4,438, Newmann, 21st April—Pottland 20th March, Flour—P. & A. S. S. Co.

CHENAN, British str., 1,350, J. H. Brown, 21st April—Shanghai 18th April, General—Butterfield & Swire.

CHILPAN, Norwegian str., 1,102, Nielsen, 21st April—Bangkok and Saitov 20th April, Rice—Chinese.

CHOVSANG, British str., 21st April—Canton.

DAIGI MARU, Japanese str., 845, H. Muraguma, 21st April—Tamsui 18th April, General—Osaka Shosen Kaisha.

DAIYA MARU, Japanese str., 735, Kobayashi, 21st April—Kuchino 16th April, Coal—Mitsui Bishi Kaisha.

DERFFLINGER, German str., 1,414, G. Meiners, 21st April—Singapore 16th April, Mails and General—Melchers & Co.

FOOCHOW, British str., 1,228, Vincent, 21st April—Wuhu 15th April, Rice—Butterfield & Swire.

FOOKSANG, British str., 1,367, G. Mitchell, 21st April—Mojji 16th April, General—Jardine, Matheson & Co.

HAITAN, British str., 1,183, J. S. Roach, 21st April—Singapore 16th April, General—Douglas & Co.

HELEN, German str., 77, J. Jensen, 21st April—Tours and Hahow 20th April, General—Jensen & Co.

HIBANO MARU, Jap. str., 5,282, H. Fraser, 21st April—Singapore 16th April, General—Nippon Yusen Kaisha.

KIANG PING, Chinese str., 1,222, Udden, 21st April—Chinkiang 16th April, General—Chinese.

KUMSANG, British str., 2,077, E. J. Buller, 21st April—Calcutta 16th April, General—Jardine, Matheson & Co.

PRINZ SIGISMUND, German str., 1,844, D. Lenz, 21st April—Kobe 15th April, General—Melchers & Co.

SINERIA, American str., 5,555, A. Zeeder, 21st April—An Francisco 26th March, Mails and General—P.M. S.S. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

21st April.

Choyang, British str., for Shanghai.

Foochow, British str., for Kobe.

Hirano Maru, Jap. str., for Canton.

Kiang Ping, Chinese str., for Shanghai.

Kueichow, British str., for Shanghai.

Onang, British str., for Moji.

Wakamatsu Maru, Jap. str., for Wakamatsu.

DEPARTURES.

21st April.

GOEDEN, German str., for Europe, &c.

HALFORD, Norwegian str., for Whampoa.

KANDOR, Norwegian str., for Halphong.

KNYBBER, German str., for Hainan.

TUILLWONG, Dutch str., for Singapore.

PERSEUS, British str., for Singapore.

PRERANAN, German str., for Bangkok.

SHIPPING REPORTS.

The British str. Foochow reports: Experienced fine weather generally with fog.

The British str. Foochow reports: Weather overcast and foggy throughout the voyage.

VESSELS IN DOCK.

April 21st.

ABERDEEN DOCK.—Tata, Empress of China, Y. Saito, Pongtong, Uta Verde, Michael Jensen, Kippan.

COMMERCIAL DOCK.—H.M.S. Wivern.

VESSELS ON THE BERTH

FOR MARSEILLES, LONDON AND ANTWERP.

Taking cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

THE Steamship

"GLAMORGANSHIRE," will be despatched as above on or about the 20th April.

For Freight, or Passage, apply to—JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 3rd April, 1909. [418]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils to PERIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC Ports).

THE Company's Steamship

"AUSTRIA," Captain Cobol, will be despatched as above on TUESDAY, the 27th April.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight, apply to—SANDER, WIELER & Co., Agents.

Hongkong, 29th March, 1909. [3]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE, (Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain McArthur, will be despatched as above on WEDNESDAY, 24th inst., at NOON.

This well-known Steamer is specially fitted for Passengers, and as a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in the saloons.

For Freight, or Passage, apply to—GIBB, LIVINGSTON & Co., Agents.

Hongkong, 2nd April, 1909. [56]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L" nearest Hongkong "H" midway between Hongkong and Kowloon "M" and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blaka Pier. 3 From Blaka Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PALMA	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	About 23rd inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 1st May, at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	LIBERIA	Ger. str.	k. w.	Knaibel	HAMBURG-AMERIKA LINIE	About Middle of May.
ANTWERP, ROTTERDAM & HAMBURG, &c.	HELGRAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	About Beg. of June.
SOUTHAMPTON, LONDON & ANTWERP, &c.	MONMOUTHSHIRE	Ger. str.	k. w.	G. S. Warner, R.N.R.	JARDINE, MATHESON & Co., LD	On 8th May.
ROTTERDAM & HAMBURG, VIA STRAITS, &c.	NICOMEDIA	Ger. str.	k. w.	Müller	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAYRE, BREMEN & HAMBURG, &c.	SILBIA	Ger. str.	k. w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 19th May.
HAYRE & HAMBURG VIA STRAITS, &c.	STANDIA	Ger. str.	k. w.	v. Döbren	JARDINE, MATHESON & Co., LD.	On 2nd June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	GLAMORGANSHIRE	Brit. str.	—	—	MELCHERS & Co.	About 20th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRANQUEBAR	Dan. str.	—	—	MESSAGERIES MARITIMES	To-morrow.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ERNEST SIMONS	Fr. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KANAGAWA MARU	Jap. str.	k. w.	—	NIPPON YUSEN KAISHA	On 28th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BRIGAVIA	Jap. str.	—	—	HAMBURG-AMERIKA LINIE	On 3rd May.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAKATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 12th May, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 5th May.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HONGKONG MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 1st June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIA	Brit. str.	—	—	SANDER, WILDER & Co.	On 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INDRAMAYO	Am. str.	—	—	DODWELL & Co., LD.	About 20 h. May.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	SHAW, TAYLOR & Co.	On 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 1st May, at 6 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AYMERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 14th May, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Jap. str.	—	—	D. JEWELL & Co., LTD.	About 24th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CEYLON MARU	Jap. str.	—	—	NIPPO YUSEN KAISHA	On 27th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EASTERN	Brit. str.	—	—	NIPPO YUSEN KAISHA	On 11th May, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ SIGISMUND	Ger. str.	—	—	GIBB, LIVINGSTON & Co.	On 18th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAWATA MARU	Jap. str.	1 m.	—	MELCHERS & Co.	Today, at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th May, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NAIKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th May, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAITO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 11th June, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 5th May, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NAIKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 12th May, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 25th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 26th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 29th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	About 29th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 29th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 2nd May, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 10th May.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 19th May, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst., at 8 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 30th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 1st May, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 4th May, at 3 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	B-ginning of May.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 3th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
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MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
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MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
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MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SING						

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO Port SAID and Marseilles	PALMA Capt. G. W. Cockman, R.N.R.	About 23rd April } Freight only.
SHANGHAI, MOJI, KOBÉ and YOKOHAMA	SOMALI Capt. R. A. Peters	About 25th April } Freight and Passage.
SHANGHAI	DELTA Capt. B. W. H. Snow	About 29th April } Freight and Passage.
LONDON via USUAL PORTS OF CALL	ASSAYE Capt. Owen Jones, R.N.R.	Neon, 1st } See Special May } Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 21st April, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 22nd April, 4 p.m.
AMOI, MANILA, CEBU and ILOILO	"SUNGKANG"	On 23rd April, 4 p.m.
CHINKIANG	"KASHING"	On 23rd April, 4 p.m.
AMOI and SHANGHAI	"CHIHUI"	On 24th April, 4 p.m.
SHANGHAI	"CHENAN"	On 25th April, 4 p.m.
MANILA	"TAMING"	On 27th April, 3 p.m.
SHANGHAI	"LINAN"	On 27th April, 4 p.m.
SHANGHAI	"ANHUI"	On 2nd May, 4 p.m.
MANILA	"TEAN"	On 4th May, 3 p.m.

MAZILA ZAMBOANGA
THURSDAY ISLAND COOK
TOWN, CAIRNS, TOWNS
VILLE, BRISBANE, SYDNEY,
NEW ZEALAND, ADELAIDE,
FREMANTLE and PERTH

On 14th May, 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried.
REDUCED FARES, cargo booked through for all Australia, New Zealand and
Tasmania Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior
Passenger accommodation with Electric Light throughout and Electric Fans in the State-
rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN,"
"CHINHUA," and "LINAN") with excellent accommodation, Electric Light throughout
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze
and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
transhipment at Woosung.

The Sunday Morning Sailings carry Passengers and H.M. Mails to connect with
Siberian Mail to Europe.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 35.

For Freight or Passage apply to—
HONGKONG, 22nd April, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
* TAMSUI via SWATOW, "DAIGI MARU"	Capt. H. MURAYAMA	SUNDAY, 25th April, at 10 A.M.
* SHANGHAI via SWATOW, "BUJUN MARU"	Capt. Y. YUSUO	TUESDAY, 27th April, at 10 A.M.
* AMOI & FOOCHOW, "SHOSHU MARU"	Capt. LI CHI	WEDNESDAY, 28th April, at 8 A.M.

* These new Steamers have excellent accommodation for First and Second Class
Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships.
(Unreserved Table).

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch
Office, Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
* TIENTSIN via Tientsin & Chefoo ...	"CHISHING"	Friday, 23rd April, Noon.
* MANILA	"HANGSANG"	Friday, 23rd April, 4 p.m.
* SHANGHAI	"HANGSANG"	Sunday, 25th April, 12 p.m.
* SINGAPORE, PENANG & CALCUTTA "FOOKSANG"		Tuesday, 27th April, Noon.
* SINGAPORE, PENANG & CALCUTTA "KUMSANG"		Friday, 30th April, Noon.
* MANILA	"LOONGSANG"	Friday, 30th April, 4 p.m.
* SHANGHAI, YOKOHAMA, KOBÉ & MOJI ...	"KUISANG"	Wednesday, 19th May, Noon.

OCCUPYING 24 DAYS.

The Steamers "KUISANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a
to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A fully qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout
with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang
Telephone No. 61.

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Hongkong, 22nd April, 1909.

GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LIMITED.

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HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON
THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS
PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN"	SWATOW, AMOI & FOOCHOW	FRIDAY, 23rd April, at Noon.
"HAIMUN"	SWATOW	SUNDAY, 25th April, at 10 A.M.
"HAIYANG"	SWATOW, AMOI & FOOCHOW	TUESDAY, 27th April, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL
ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR
BLAKE PIER).

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Hongkong, 22nd April, 1909.

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Hongkong and Manila. Saloon amidships. Electric Light, Perfect
China—SURGEON and STEWARDESS carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 24th April, Noon.
RUBI	2540	R. W. Almond	Manila	On 1st May, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 19th April, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
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TAKING Cargo at Through Rates to all European North Continental and British
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Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

For ROTTERDAM & HAMBURG:	S.S. NICO MEDIA	28th April
For Marseilles, Havre & Hamburg:	S.S. BRISGAVIA	3rd May
For HAVRE, BREMEN & HAMBURG:	S.S. EILESSIA	19th May
For ANTWERP & HAMBURG:	S.S. LIBERIA	About Middle of May
For ANTWERP, ROTTERDAM & HAMBURG:	S.S. BELGAVIA	About Beg. of June
For HAVRE & HAMBURG:	S.S. SCANDIA	2nd June

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 6th April, 1909.

Hongkong Office.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBÉ	"CANTON"	Middle of April.
MARSEILLES, HAVRE, COPEN- HAGEN and ST. PETERSBURG	"TRANQUEBAR"	On 23rd April.

For Further Particulars apply to

MELOCHERS & CO.,
AGENTS.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP via SINGAPORE,
COLOMBO, SUEZ AND PORT SAID.

THE Co's NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

MIYASAKI MARU	(Capt. W. BAINBRIDGE) About Wed. 5th May
KITANO MARU	(Capt. F. F. COPE) About Wed. 2nd June
HIRANO MARU	(Capt. H. FRASER) About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER) About Wed. 28th July

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 13th April, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE	KANAGAWA MARU Capt. J. Nagao	6169	WEDNESDAY, 23rd April at Daylight
PORE, PENANG, HAKATA MARU	Capt. J. Nagao	6169	WEDNESDAY, 12th May, at Daylight
COLOMBO, and PORT SAID	Capt. J. Nagao	6169	TUESDAY, 27th April, at Noon
VICTORIA, B.C. and SEATTLE via SHANGHAI	"SAKI MARU" Capt. K. Sato	6444	TUESDAY, 11th May, at Noon
MOJI, KOBÉ, YOKOHAMA, and YOKOHAMA	CEYLON MARU Capt. Fred. Pyne	5068	FRIDAY, 14th May, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE	YAWATA MARU Capt. T. Sekine	5539	FRIDAY, 11th June, at Noon
and BRISBANE	NIKKO MARU Capt. M. Yagi	5539	THURSDAY, 22nd April, at Noon
YOKOHAMA	HIRANO MARU Capt. H. Fraser	9000	SUNDAY, 25th April
BOMBAY via SINGAPORE and COLOMBO	YETOROFU MARU Capt. Soyeda	3949	THURSDAY, 29th April
SHANGHAI, MOJI and KOBÉ	MOYORI MARU Capt. Richards	3265	WEDNESDAY, 5th May, at Daylight
KOBÉ and YOKOHAMA	SADO MARU Capt. Geo. Anderson	6227	WEDNESDAY, 12th May, at Noon
NAGASAKI, KOBÉ and YOKOHAMA	NIKKO MARU Capt. M. Yagi	5539	

* Calling at Shimidzu.

† Fitted with Marconi's System of Wireless Telegraphy.
† Through Passengers Tickets issued to the Principal Cities in the United States, Canada
and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic
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1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 22nd April, 1909.

T. KUSUMOTO,
MANAGER.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, etc.,
via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO and SALINA
CRUZ (Mexico).

S.S. HONGKONG MARU	6000 tons gross	Sail June 1st, 1909.
S.S. MANSU MARU	5000	August — 1909.
S.S. AMERICA MARU	6000	October — 1909.
S.S. HONGKONG MARU	6000	Dec. — 1909.

For particulars apply to

K. MATSUDA, Manager.

Hongkong, 15th April, 1909.

TOYO KISEN KAISHA, York Building,
[462]

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SHORTEST AND QUICKEST ROUTE
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STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer
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Fresh stock always on hand.

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16, DES VOGUES ROAD,
HONGKONG.

Japan Office:
14, WATER STREET,
YOKOHAMA.

SHIPPING IN PORT.

AKI MARU, Japanese str., 3,995, K. Sato, 18th April—Seattle 16th March, General— Nippon Yusen Kaisha.	MICHAEL JENSEN, German str., 951, Pedersen, 13th April—Newchwang 3rd and Chefoo 7th April, General—Jensen & Co.
BENDORAN, British str., 2,517, A. W. S. Thom- son, 17th April—Moji 12th April, Coal— Gibb, Livingston & Co.	NANCHANG, British str., 1,012, G. I. Spink, 15th April—Newchwang 8th April, General— Butterfield & Swire.
CARL DIEDERICHSEN, German str., 774, J. Kaiser, 18th April—Haiphong & Hoihow 17th April, General—Jensen & Co.	NINGCHOW, British str., 9,021, Allen, 18th April—Manila 16th April, General— Butterfield & Swire.
CHIHUI, British str., 1,142, J. Warrack, 3rd April—Hoihow 2nd April, Rice—Butter- field & Swire.	NIPPON MARU, Japanese str., 3,452, W. E. Filmer, 16th April—San Francisco 19th March, General—Toyo Kisen Kaisha.
CHINWA, British str., 1,350, A. Harris, 18th April—Shanghai 15th April, General— Butterfield & Swire.	ONKANG, British str., 1,727, Woolley, 16th April—Pulo Laut 7th April, Coal—Jardine, Matheson & Co.
CHIPSING, British str., 1,193, F. Mooney, 18th April—Tientsin 9th, Chefoo 11th and Wei-hai-wei 13th April, General—Jardine, Matheson & Co.	PONTOON, German str., 998, W. Bittelfuhr, 12th April—Bangkok 6th April, Rice—N. D. L.
CHOSHUN MARU, Japanese str., 1,301, T. Suruga, 18th April—Swatow 17th April, General—Osaka Shosen Kaisha.	PROMETHEUS, Norwegian str., 1,024, Bing, 17th April—Wuhu 11st April, General— Aagaard, Thoresen & Co.
CHOYANG, British str., 1,424, A. E. Sandback, 17th April—Shanghai 12th via Swatow 16th April, General—Jardine, Matheson & Co.	PROTEUS, Norwegian str., 1,024, C. Moller, 19th April—Saigon 15th April, Rice— Aagaard, Thoresen & Co.
EMPRESS OF CHINA, British str., 3,046, R. Archibald, R.N.R., 16th April—Vancouver, B.C. 25th March, Mails and General— C. P. E. Co.	RAJAH, German str., 1,189, H. Bremer, 18th April—Swatow 17th April, Rice & Wood —Butterfield & Swire.
GREYFAL, British str., 1,979, Steel, 19th April—Port Kembla 28th March, Coal— Aagaard, Thoresen & Co.	RAJAH, German str., 1,075, Rehr, 17th April— Bangkok 7th April, Rice and Timber— Butterfield & Swire.
HAIMUN, British str., 636, T. W. Evans, 20th April—Swatow 19th April, General— Douglas, Lapraik & Co.	SAMSEN, German str., 998, Pedersen, 16th April—Bangkok 6th April, Rice—Butter- field & Swire.
HALDIS, Norwegian str., 1,165, Folberg, 20th April—Saigon 16th April, Rice—C. E. HANGSANG, British str., 1,356, S. Wilde, 18th April—Chinkiang 14th April, General— Jardine, Matheson & Co.	SUNKIANG, British str., 897, Funnell, 19th April—Hoihow 13th April, Sugar— Butterfield & Swire.
HANDAL, Norwegian str., 1,193, E. Erichsen, 17th April—Manila 14th April, General— Barretto & Co.	TAIWAN, British str., 1,042, F. C. Everett, 19th April—Newchwang, Dalay & Chefoo 13th April, General—Chinese.
HANOI, French str., 742, J. Pannier, 20th April—Haiphong, Hoihow, Pakhoi and K. Yan 19th April, General—A. E. Marty & Co.	TELEMACHUS, British str., 1,340, C. Edwards, 19th April—Saigon 10th April, Rice and General—Chinese.
KAGOSHIMA MARU, Japanese str., 4,687, A. kawa, 14th April—Bombay and Singapore 7th April, General—Nippon Yusen Kaisha	WAGLIND, German str., 2,580, W. Mohr, 19th April—New York 20th Feb., General— Carlowitz & Co.
KASHING, British str., 1,143, Wilier, 19th April—Wei-hai-wei 13th April, Salt—But- terfield & Swire.	WAKAMATSU MARU, Jap. str., 1,722, S. Kawa, 16th April—Wakamatsu 10th April, Coal —Mitsui Bishi Goshi Kaisha.
KEEMUN, British str., 5,867, E. Comadi, 20th April—Tacoma via Victoria and Japan 24th March, Flour, Lumber, Salt Herring —Butterfield & Swire.	WONKOKI, German str., 1,115, Eker, 15th April—Bangkok 6th April, Rice—Butter- field & Swire.
KONG WAI, German str., 1,115, T. Kohler, 16th April—Bangkok 7th April, Rice— Butterfield & Swire.	Y. SONTZA, American str., 585, Gairwen, 16th April—Manila 10th April, Sugar—Chinese.
KUICHOW, British str., 1,215, G. Hecker, 15th April—Chefoo 6th and Wei-hai-wei 8th April, General—Butterfield & Swire.	YUEHSANG, British str., 1,123, P. H. Rolfe, 18th April—Manila 16th April, General— Jardine, Matheson & Co.
KWANGTAE, Chinese str., 1,536, W. H. Lunt, 17th April—Shanghai 13th April, General —Chinese.	ZAFIRO, British str., 1,350, R. Bolger, 19th April—Manila 17th April, General— Shewan, Tomes & Co.
LOONGSANG, British str., 1,092, S. J. Payne, 13th April—Manila 10th April, Sugar— Jardine, Matheson & Co.	
LOOSK, German str., 1,020, G. Scholtzen, 20th April—Bangkok 12th and Swatow 19th April, Rice and Salt—Butterfield & Swire.	
LOTHIAN, British str., 3,223, W. J. Lockhart, 17th April—Moji 12th Apr., Coal—Dodwell & Co.	

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
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Hongkong, 4th August, 1893.

